2003

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Special Locality Report 102

City of Bristol

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

The Euclid Ave 0.75 15000 G 98% 0% 0% 0% 0% 0% 0% 0%							City	of Bristo	Ol								
11 Euclid Ave	Route	Length	AADT	QA	4Tire	Bus	2Axle			 2Trail	- QC		QK		AAWDT	QW	Year
11 Euclid Ave 0.75 15000 G 88% 0% 0% 0% 0% 0% 0% 0	City of Bristol				. 1												
11 Euclid Ave 0.19 18000 G 98% 0% 1% 0% 0% 0% 0% 0% 0	Freelist Asse	0.75	45000	_		00/			40/	00/	_	0.005	_	0.505	40000	0	0000
11 Euclid Ave 0.19 18000 G 88% 69% 19% 09% 09% F 0.687 F 0.562 19000 G 200 11 Euclid Ave 0.18 20000 G 88% 09% 19% 09% 09% 09% F 0.085 F 0.601 21000 G 200 11 Euclid Ave 0.48 11000 G 98% 09% 19% 09% 09% 09% F 0.085 F 0.601 21000 G 200 11 Euclid Ave 0.56 7900 G 88% 09% 19% 09% 09% 09% 09% 09% F 0.523 8400 G 200 11 Lee Hwy 0.48 17000 G 88% 09% 19% 09	11 Euclid Ave	0.75	15000	G	98%	0%	0%	0%	1%	0%	C	0.085	F	0.525	16000	G	2003
	~~																
11 Euclid Ave 0.18 20000 G 98% 0% 1% 0% 0% 0% 0% F 0.085 F 0.601 21000 G 200 11 Euclid Ave 0.48 11000 G 98% 0% 1% 0% 0% 0% 0% F 0.091 F 0.525 11000 G 200 11 Euclid Ave 0.56 7900 G 98% 0% 1% 0% 0% 0% 0% C 0.094 F 0.523 8400 G 200 11 Lee Hwy 0.48 17000 G 98% 0% 1% 0% 0% 0% 0% F 0.088 F 0.564 18000 G 200 11 Lee Hwy 1.26 15000 G 98% 0% 0% 1% 0% 1% 0% F 0.088 F 0.584 18000 G 200 11 Lee Hwy 1.26 15000 G 97% 0% 1% 0% 19% 0% F 0.095 F 0.58 20000 G 200 11 Lee Hwy 0.51 18000 G 97% 0% 19% 0% 19% 0% F 0.095 F 0.58 20000 G 200 11 Lee Hwy 0.51 18000 G 97% 0% 19% 0% 19% 0% F 0.095 F 0.582 19000 G 200 11 Lee Hwy 0.51 18000 G 97% 0% 19% 0% 19% 0% F 0.095 F 0.582 19000 G 200 11 Lee Hwy 0.51 18000 G 97% 0% 19% 0% 19% 0% F 0.095 F 0.582 19000 G 200 11 Lee Hwy 0.68 12000 G 97% 0% 19% 0% 19% 0% F 0.095 F 0.582 19000 G 200 11 Lee Hwy 0.68 12000 G 97% 0% 19% 0% 19% 0% F 0.095 F 0.582 19000 G 200 11 Lee Hwy 0.68 12000 G 97% 0% 19% 0% 19% 0% F 0.095 F 0.587 10000 G 200 12 Total	11 Euclid Ave	0.19	18000	G	98%	0%	1%	0%	0%	0%	F	0.087	F	0.562	19000	G	2003
11 Euclid Ave 0.18 20000 G 98% 0% 1% 0% 0% 0% 0% F 0.085 F 0.601 21000 G 200 11 Euclid Ave 0.48 11000 G 98% 0% 1% 0% 0% 0% 0% F 0.091 F 0.525 11000 G 200 11 Euclid Ave 0.56 7900 G 98% 0% 1% 0% 0% 0% 0% C 0.094 F 0.523 8400 G 200 11 Lee Hwy 0.48 17000 G 98% 0% 1% 0% 0% 0% 0% F 0.088 F 0.564 18000 G 200 11 Lee Hwy 1.26 15000 G 98% 0% 0% 1% 0% 1% 0% F 0.088 F 0.584 18000 G 200 11 Lee Hwy 1.26 15000 G 97% 0% 1% 0% 19% 0% F 0.095 F 0.58 20000 G 200 11 Lee Hwy 0.51 18000 G 97% 0% 19% 0% 19% 0% F 0.095 F 0.58 20000 G 200 11 Lee Hwy 0.51 18000 G 97% 0% 19% 0% 19% 0% F 0.095 F 0.582 19000 G 200 11 Lee Hwy 0.51 18000 G 97% 0% 19% 0% 19% 0% F 0.095 F 0.582 19000 G 200 11 Lee Hwy 0.51 18000 G 97% 0% 19% 0% 19% 0% F 0.095 F 0.582 19000 G 200 11 Lee Hwy 0.68 12000 G 97% 0% 19% 0% 19% 0% F 0.095 F 0.582 19000 G 200 11 Lee Hwy 0.68 12000 G 97% 0% 19% 0% 19% 0% F 0.095 F 0.582 19000 G 200 11 Lee Hwy 0.68 12000 G 97% 0% 19% 0% 19% 0% F 0.095 F 0.587 10000 G 200 12 Total	\bigcirc				To:		Bob M	Iorrison B	lvd								
11 Euclid Ave 0.48 11000 G 98% 0% 1% 0% 0% 0% F 0.091 F 0.525 11000 G 200 11 Euclid Ave 0.56 7900 G 98% 0% 1% 0% 0% 0% 0% 0% C 0.094 F 0.523 8400 G 200 11 Lee Hwy 0.48 17000 G 98% 0% 1% 0% 0% 0% 0% F 0.088 F 0.564 18000 G 200 11 Lee Hwy 1.26 15000 G 98% 0% 0% 0% 1% 0% 0% 0% F 0.088 F 0.564 18000 G 200 11 Lee Hwy 1.26 15000 G 97% 0% 1% 0% 1% 0% F 0.095 F 0.582 20000 G 200 11 Lee Hwy 0.51 18000 G 97% 0% 1% 0% 1% 0% F 0.095 F 0.582 19000 G 200 11 Lee Hwy 0.51 18000 G 97% 0% 1% 0% 1% 0% 1% 0% F 0.095 F 0.582 19000 G 200 11 Lee Hwy 0.58 12000 G 97% 0% 1% 0% 1% 0% 1% 0% F 0.095 F 0.582 19000 G 200 11 Lee Hwy 0.58 12000 G 92% 0% 2% 1% 4% 0% F 0.088 F 0.547 11000 G 200 12 Lee Hwy 0.51 18000 G 92% 0% 2% 1% 4% 0% F 0.087 F 0.537 10000 G 200 13 381 Commonwealth A 0.16 19000 G 94% 0% 3% 0% 2% 0% F 0.087 F 0.534 21000 G 200 13 381 Commonwealth A 0.16 19000 G 98% 0% 3% 0% 2% 0% F 0.087 F 0.534 21000 G 200 13 381 Commonwealth A 0.16 19000 G 98% 0% 1% 0% 0% 0% 0% F 0.087 F 0.551 22000 G 200 13 381 Commonwealth A 0.16 19000 G 98% 0% 1% 0% 0% 0% 0% F 0.087 F 0.533 8400 G 200 13 381 Commonwealth A 0.16 19000 G 98% 0% 1% 0% 0% 0% 0% F 0.087 F 0.533 8400 G 200 13 381 Commonwealth A 0.16 19000 G 98% 0% 1% 0% 0% 0% 0% F 0.087 F 0.589 22000 G 200 13 381 Lee Hwy 0.48 17000 G 98% 0% 1% 0% 0% 0% 0% 0% F 0.087 F 0.583 20000 G 200 38 381 Lee Hwy 0.51 18	11 Euclid Ave	0.18	20000	G		0%				0%	F	0.085	F	0.601	21000	G	2003
11 Euclid Ave 0.48 11000 G 68% 0% 1% 0% 0% 0% 0% 0% 0					To:		Comm	omyyoolth .	Arro								
	Fuclid Ave	0.48	11000	G		0%				0%	F	0.091	F	0.525	11000	G	2003
11 Lee Hwy	11) Eddid Ave	0.40	11000	J	30 70	0 70				070	'	0.001	•	0.020	11000	O	2000
						201							_		0.100	_	
11 Lee Hwy	11) Euclid Ave	0.56	7900	G	98%	0%	1%	0%	0%	0%	C	0.094	F	0.523	8400	G	2003
Till Lee Hwy					To: From:		N	Ioore St									
11 Lee Hwy	11 Lee Hwy	0.48	17000	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.564	18000	G	2003
11 Lee Hwy	\smile				To:		V	alley Dr									
11 Lee Hwy 1.22 19000 G 97% 0% 1% 0% 1% 0% 0% F 0.095 F 0.58 20000 G 200 11 Lee Hwy 0.51 18000 G 97% 0% 1% 0% 1% 0% 0% F 0.095 F 0.58 20000 G 200 11 Lee Hwy 0.51 18000 G 97% 0% 1% 0% 1% 0% F 0.095 F 0.582 19000 G 200 11 Lee Hwy 0.58 12000 G 97% 0% 1% 0% 1% 0% F 0.095 F 0.582 19000 G 200 11 Lee Hwy 0.58 12000 G 97% 0% 1% 0% 1% 0% F 0.098 F 0.529 13000 G 200 12 Lee Hwy 0.58 12000 G 92% 0% 2% 1% 4% 0% F 0.088 F 0.547 11000 G 200 13 381 Commonwealth A 0.16 19000 G 94% 0% 3% 0% 2% 0% 1% 0% F 0.087 F 0.513 11000 G 200 13 381 Commonwealth A 0.16 19000 G 95% 0% 1% 1% 3% 0% F 0.087 F 0.551 22000 G 200 13 381 Commonwealth A 0.16 21000 G 95% 0% 1% 1% 3% 0% F 0.087 F 0.551 22000 G 200 13 381 Commonwealth A 0.16 21000 G 95% 0% 1% 1% 3% 0% F 0.087 F 0.551 22000 G 200 15 11 Euclid Ave 0.48 11000 G 98% 0% 1% 0% 0% 0% 0% 0% F 0.087 F 0.523 8400 G 200 15 11 Euclid Ave 0.48 17000 G 98% 0% 1% 0% 0% 0% 0% 0% F 0.088 F 0.564 18000 G 200 15 11 Lee Hwy 0.48 17000 G 98% 0% 1% 0% 0% 0% 0% 0% F 0.088 F 0.564 18000 G 200 15 11 Lee Hwy 1.26 15000 G 98% 0% 1% 0% 0% 0% 0% 0% F 0.095 F 0.582 20000 G 200 15 11 Lee Hwy 1.26 15000 G 97% 0% 1% 0% 0% 1% 0% 0% F 0.095 F 0.582 20000 G 200 15 11 Lee Hwy 0.51 18000 G 97% 0% 1% 0% 1% 0% 0% F 0.095 F 0.582 20000 G 200 15 11 Lee Hwy 0.51 18000 G 97% 0% 1% 0% 1% 0% F 0.095 F 0.582 20000 G 200 15 11 Lee Hwy	11 Lee Hwy	1 26	15000	G		0%			1%	0%	С	NA			15000	G	2003
11 Lee Hwy	11),			_					.,,		_						
11 Lee Hwy					From:												
11 Lee Hwy	11 Lee Hwy	1.22	19000	G	97%	0%	1%	0%	1%	0%	F	0.095	F	0.58	20000	G	2003
11 Lee Hwy					To:		Do	nhom Dd									
11 Lee Hwy	14 Lee Hwy	0.51	18000	G		0%			1%	0%	F	0.095	F	0 582	19000	G	2003
11 Lee Hwy	11) Lee riwy	0.51	10000	J	51 70	0 70	1 70	0 70	1 70	070	'	0.000		0.502	13000	J	2000
Tuck	~~																
No.	11 Lee Hwy	0.68	12000	G		0%			1%	0%	F	0.098	F	0.529	13000	G	2003
11 421 State St	~				10:		NC	CL Bristol									
102-3305 Piedmont Ave 111 421 State St 0.34 9800 G 92% 0% 2% 1% 4% 0% F 0.087 F 0.537 10000 G 200	ruck					S	SR 381 Co	mmonwea	lth Ave								
102-3305 Piedmont Ave 111 421 State St 0.34 9800 G 92% 0% 2% 1% 4% 0% F 0.087 F 0.537 10000 G 200	11 \ (421 \ State St	0.21	10000	G	92%	0%	2%	1%	4%	0%	F	0.088	F	0.547	11000	G	2003
11	\sim				To:		102-3305	5 Piedmon	t Ave	1							
State St	~~~	0.04		_		00/				00/	_	0.007	_	0.507	40000	_	0000
Randall St 0.93 7300 G 97% 0% 1% 1% 1% 0% 0% C 0.086 F 0.507 7800 G 2000	11 421 State St	0.34	9800	G	92%	0%	2%	1%	4%	0%	F	0.087	F	0.537	10000	G	2003
11	Truck				From:		(State St									
Truck 111 113 113 113 113 114 114 115 11	~~~	0.93	7300	G	97%	0%	1%	1%	1%	0%	C	0.086	F	0.507	7800	G	2003
11	11) Haridan St	0.00				070					Ū	0.000	•	0.001	7000	Ū	2000
111 113 113 110 1000 G 96% 0% 2% 0% 1% 0% F 0.087 F 0.513 1100 G 200	Fruck				From:		Cun	nberland S	t								
19 381 Commonwealth A 0.16 1900 G 94% 0% 3% 0% 2% 0% F 0.084 F 0.534 21000 G 2000	11 (113) Moore St	0.12	10000	G	96%	0%	2%	0%	1%	0%	F	0.087	F	0.513	11000	G	2003
19 381 Commonwealth A 0.16 1900 G 94% 0% 3% 0% 2% 0% F 0.084 F 0.534 21000 G 200. 19 381 Commonwealth A 0.16 21000 G 95% 0% 1% 1% 1% 3% 0% F 0.087 F 0.551 22000 G 200. 19 381 Commonwealth A 0.19 22000 G 95% 0% 1% 1% 1% 3% 0% F 0.087 F 0.551 22000 G 200. 19 381 Commonwealth A 0.19 22000 G 95% 0% 1% 1% 0% 0% 0% F 0.087 F 0.569 22000 G 200. 19 11 Euclid Ave 0.48 11000 G 98% 0% 1% 0% 0% 0% 0% F 0.091 F 0.525 11000 G 200. 19 11 Euclid Ave 0.56 7900 G 98% 0% 1% 0% 0% 0% 0% F 0.091 F 0.523 8400 G 200. 19 11 Lee Hwy 0.48 17000 G 98% 0% 1% 0% 0% 0% 0% F 0.088 F 0.564 18000 G 200. 19 11 Lee Hwy 1.26 15000 G 98% 0% 0% 0% 0% 0% F 0.088 F 0.564 18000 G 200. 19 11 Lee Hwy 1.26 15000 G 98% 0% 0% 0% 0% 1% 0% F 0.095 F 0.58 20000 G 200. 19 11 Lee Hwy 1.22 19000 G 97% 0% 1% 0% 1% 0% F 0.095 F 0.58 20000 G 200. 19 11 Lee Hwy 0.51 18000 G 97% 0% 1% 0% 1% 0% F 0.095 F 0.582 19000 G 200.					To:		Ει	ıclid Ave									
19 381 Commonwealth A 0.16 1900 G 94% 0% 3% 0% 2% 0% F 0.084 F 0.534 21000 G 2000					From:		1	US 421									
SR 113 Cumberland Ave SR 113 Cumberland Ave SR 113 Cumberland Ave SR 133 Par Sycamore St	19 (381) Commonwealth A	0.16	19000	G	94%	0%			2%	0%	F	0.084	F	0.534	21000	G	2003
19 381 Commonwealth A 0.16 21000 G 95% 0% 1% 1% 3% 0% F 0.087 F 0.551 22000 G 2000 19 381 Commonwealth A 0.19 22000 G 95% 0% 1% 1% 3% 0% F 0.087 F 0.569 22000 G 2000 19 381 Commonwealth A 0.19 22000 G 95% 0% 1% 1% 3% 0% F 0.087 F 0.569 22000 G 2000 19 11 Euclid Ave 0.48 11000 G 98% 0% 1% 0% 0% 0% 0% F 0.091 F 0.525 11000 G 2000 19 11 Euclid Ave 0.56 7900 G 98% 0% 1% 0% 0% 0% 0% C 0.094 F 0.523 8400 G 2000 19 11 Lee Hwy 0.48 17000 G 98% 0% 1% 0% 0% 0% 0% F 0.088 F 0.564 18000 G 2000 19 11 Lee Hwy 1.26 15000 G 98% 0% 1% 0% 0% 0% 0% F 0.088 F 0.564 18000 G 2000 19 11 Lee Hwy 1.22 19000 G 97% 0% 1% 0% 1% 0% F 0.095 F 0.58 20000 G 2000 19 11 Lee Hwy 0.51 18000 G 97% 0% 1% 0% 1% 0% F 0.095 F 0.582 19000 G 2000					To:												
19 381 Commonwealth A 0.19 22000 G 95% 0% 1% 1% 3% 0% F 0.087 F 0.569 22000 G 2000	Commonwoolth A	0.16	24000	G	From:	Ω0/				00/		0.007		O 551	22000		2002
19 381 Commonwealth A 0.19 22000 G 95% 0% 1% 1% 3% 0% F 0.087 F 0.569 22000 G 2000 19 11 Euclid Ave 0.48 11000 G 98% 0% 1% 0% 0% 0% F 0.091 F 0.525 11000 G 2000 19 11 Euclid Ave 0.56 7900 G 98% 0% 1% 0% 0% 0% 0% C 0.094 F 0.523 8400 G 2000 19 11 Lee Hwy 0.48 17000 G 98% 0% 1% 0% 0% 0% 0% F 0.088 F 0.564 18000 G 2000 19 11 Lee Hwy 1.26 15000 G 98% 0% 0% 0% 0% 0% 0% F 0.088 F 0.564 18000 G 2000 19 11 Lee Hwy 1.26 15000 G 98% 0% 0% 0% 0% 1% 0% 0% C NA 15000 G 2000 19 11 Lee Hwy 1.21 19000 G 97% 0% 1% 0% 1% 0% F 0.095 F 0.58 20000 G 2000 19 11 Lee Hwy 0.51 18000 G 97% 0% 1% 0% 1% 0% F 0.095 F 0.582 19000 G 2000	19 381 Commonwealth A	0.10	21000	G	95%	070	1 70	1 70	370	0%	Г	0.007	Г	0.551	22000	G	2003
19 11 Euclid Ave 0.48 11000 G 98% 0% 1% 0% 0% 0% F 0.091 F 0.525 11000 G 2001 19 11 Euclid Ave 0.56 7900 G 98% 0% 1% 0% 0% 0% 0% C 0.094 F 0.523 8400 G 2001 19 11 Lee Hwy 0.48 17000 G 98% 0% 1% 0% 0% 0% 0% F 0.088 F 0.564 18000 G 2001 19 11 Lee Hwy 1.26 15000 G 98% 0% 0% 0% 0% 0% 0% C NA 15000 G 2001 19 11 Lee Hwy 1.22 19000 G 97% 0% 1% 0% 1% 0% F 0.095 F 0.58 20000 G 2001 19 11 Lee Hwy 0.51 18000 G 97% 0% 1% 0% 1% 0% F 0.095 F 0.582 19000 G 2001	~								ore St								
19 11 Euclid Ave 0.48 11000 G 98% 0% 1% 0% 0% 0% F 0.091 F 0.525 11000 G 2000 G 100	19 (381) Commonwealth A	0.19	22000	G	95%	0%	1%	1%	3%	0%	F	0.087	F	0.569	22000	G	2003
19 11 Euclid Ave 0.48 11000 G 98% 0% 1% 0% 0% 0% F 0.091 F 0.525 11000 G 2000 Piedmont Ave	\bigcirc				To:]	RT 381		1							
19 11 Euclid Ave 0.56 7900 G 98% 0% 1% 0% 0% 0% 0% 0% 0	10 11 Euclid Ave	0.48	11000	G		0%			0%	0%	F	0.091	F	0.525	11000	G	2003
19 11 Euclid Ave 0.56 7900 G 98% 0% 1% 0% 0% 0% 0 C 0.094 F 0.523 8400 G 2000 19 11 Lee Hwy 0.48 17000 G 98% 0% 1% 0% 0% 0% F 0.088 F 0.564 18000 G 2000 19 11 Lee Hwy 1.26 15000 G 98% 0% 0% 0% 0% 1% 0% C NA 15000 G 2000 19 11 Lee Hwy 1.22 19000 G 97% 0% 1% 0% 1% 0% F 0.095 F 0.582 20000 G 2000 19 11 Lee Hwy 0.51 18000 G 97% 0% 1% 0% 1% 0% F 0.095 F 0.582 19000 G 2000		-			To:	-						-		-			
19 11 Lee Hwy 0.48 17000 G 98% 0% 1% 0% 0% 0% F 0.088 F 0.564 18000 G 2003 19 11 Lee Hwy 1.26 15000 G 98% 0% 0% 0% 1% 0% C NA 15000 G 2003 19 11 Lee Hwy 1.22 19000 G 97% 0% 1% 0% 1% 0% F 0.095 F 0.58 20000 G 2003 19 11 Lee Hwy 0.51 18000 G 97% 0% 1% 0% 1% 0% F 0.095 F 0.582 19000 G 2003	Con Cuplid Acc	0.50	7000			00/				00/		0.004		0.500	0.400		2000
19 11 Lee Hwy 0.48 17000 G 98% 0% 1% 0% 0% 0% F 0.088 F 0.564 18000 G 2000 19 11 Lee Hwy 1.26 15000 G 98% 0% 0% 0% 0% 1% 0% C NA 15000 G 2000 19 11 Lee Hwy 1.22 19000 G 97% 0% 1% 0% 1% 0% F 0.095 F 0.58 20000 G 2000 19 11 Lee Hwy 0.51 18000 G 97% 0% 1% 0% 1% 0% F 0.095 F 0.582 19000 G 2000	19) (11) Euclid Ave	0.56	7900	G	90%	0%	170	0%	U%	0%	C	0.094	Г	0.523	0400	G	2003
19 (11) Lee Hwy 0.48 17000 G 98% 0% 1% 0% 0% 0% F 0.088 F 0.564 18000 G 2003 19 (11) Lee Hwy 1.26 15000 G 98% 0% 0% 0% 1% 0% C NA 15000 G 2003 19 (11) Lee Hwy 1.22 19000 G 97% 0% 1% 0% 1% 0% F 0.095 F 0.58 20000 G 2003 19 (11) Lee Hwy 0.51 18000 G 97% 0% 1% 0% 1% 0% F 0.095 F 0.582 19000 G 2003	~~ ~~				From:			Aoore St									
19 11 Lee Hwy 1.26 15000 G 98% 0% 0% 0% 1% 0% C NA 15000 G 2003 19 11 Lee Hwy 1.22 19000 G 97% 0% 1% 0% 1% 0% F 0.095 F 0.58 20000 G 2003 19 11 Lee Hwy 0.51 18000 G 97% 0% 1% 0% 1% 0% F 0.095 F 0.582 19000 G 2003	19 \ \ 11 \rangle Lee Hwy	0.48	17000	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.564	18000	G	2003
19 11 Lee Hwy 1.26 15000 G 98% 0% 0% 0% 1% 0% C NA 15000 G 2000 To Overhill Rd 19 11 Lee Hwy 1.22 19000 G 97% 0% 1% 0% 1% 0% F 0.095 F 0.58 20000 G 2000 To Overhill Rd From: Island Rd 19 11 Lee Hwy 0.51 18000 G 97% 0% 1% 0% 1% 0% F 0.095 F 0.582 19000 G 2000	~ ~ ·				To:		ν	alley Dr									
To: Overhill Rd 19 11 Lee Hwy 1.22 19000 G 97% 0% 1% 0% 1% 0% F 0.095 F 0.58 20000 G 2000 19 11 Lee Hwy 0.51 18000 G 97% 0% 1% 0% 1% 0% F 0.095 F 0.582 19000 G 2000	10 (11) Lee Hwy	1 26	15000	G		0%			1%	0%	С	NA			15000	G	2003
19 11 Lee Hwy 1.22 19000 G 97% 0% 1% 0% 1% 0% F 0.095 F 0.58 20000 G 20000	19) (11) 253 1,	0		-	To:	- 70			. 70	7,0	Ü	, .			.5000	-	_000
19 11 Lee Hwy 1.22 19000 G 97% 0% 1% 0% 1% 0% F 0.095 F 0.58 20000 G 2000 G 19 (11) Lee Hwy 0.51 18000 G 97% 0% 1% 0% 1% 0% F 0.095 F 0.582 19000 G 2000 G 2					From:												
19 (11) Lee Hwy 0.51 18000 G 97% 0% 1% 0% 1% 0% F 0.095 F 0.582 19000 G 2000	19 (11) Lee Hwy	1.22	19000	G	97%	0%			1%	0%	F	0.095	F	0.58	20000	G	2003
19 (11) Lee Hwy 0.51 18000 G 97 0% 1% 0% 1% 0% F 0.095 F 0.582 19000 G 200					To:					 1							
	TO THE HAM	0.51	18000	G		00/-			10/-	00/-	Е	0.005	E	0.592	10000	G	2002
Ou Airpon Rd	19) (11) Lee nwy	0.51	10000	G		U 70				070	Г	0.093	Г	0.302	19000	G	2003
	-						Old	Airport Ro	u								

						City of	Bristol								
Route	Length	AADT	QA	4Tire	Bus		Truck +Axle 1Trail		ററ	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Bristol						∠AXIE 3	MANG IIIdli	Z I I all		i actor		racior			
~~			_	From:	201		port Rd	221	_		_		40000		
19 (11) Lee F	łwy 0.68	12000	G	97%	0%	1% NCL	0% 1%	0%	F 1	0.098	F	0.529	13000	G	2003
				From:	-				l						
fruck 19 421 State	St 0.21	10000	G	92%	0%	2%	1% 4%	0%	J F	0.088	F	0.547	11000	G	2003
19) (421) State	0.21		•	Ta:	070			0,0	1	0.000	·	0.011	11000	Ū	
Truck				From:			edmont Ave		J						
19 (421) State	St 0.34	9800	G	92% To:	0%	2%	1% 4%	0%	F	0.087	F	0.537	10000	G	2003
Fruck Truck				From:		Truck US 1 Stat	e St								
19) (11) Rand	all St 0.93	7300	G	97%	0%	1%	1% 1%	0%	С	0.086	F	0.507	7800	G	2003
\rightarrow				To: From:		Cumbe									
Truck 19 (113) Moore	e St 0.12	10000	G	96%	0%	Oakvie 2%	0% 1%	0%	J F	0.087	F	0.513	11000	G	2003
19 (113 Moore	0.12	10000	0	To:	0 70		d Ave	0 70	1 '	0.007	'	0.515	11000	J	2000
				From:		WCL			l .						
58 Gate City H	wy 0.50	5100	G	97%	0%	1%	1% 1%	0%	С	0.088	F	0.635	5500	G	2003
<u>~</u>				To		I-81; U	JS 421		<u> </u>						
$\neg \neg \Box$				From:		US 58;]						
58) (81)	2.44	24222	_	770/			directional tra					-		_	
-	Combined Traffic:	31000	G	77%	1%	1%	1% 19%	1%	F •	0.073	F	0.513	31000	G	
	1 20			From:		I-3		ffic valu	me est	imatas f	r thic	coamant			
58 81	1.39 Combined Traffic:	46000	G	77%	1%	ee i-81 for 1%	directional tra	ittic volu 1%	ime est F	imates to NA	л uns	segment.	47000	G	
	Combined Trainc.	40000	G	77 70	1 /0			1 /0	1	INA			47000	G	
	2.13			From:	9		US 19 directional tra	ffic volu	mo oct	imatos fo	or thic	coamont			
58) 81	Combined Traffic:	41000	G	77%	1%	1%	1% 19%	1%	F	NA) IIIIS	segment.	42000	G	
	Combined Traine.	71000	J	Tai	1 /0			1 /0	' 1	14/5			42000	J	
58 (81)	0.93			From:	S	Old Air ee I-81 for	port Rd directional tra	ffic volu	me est	imates fo	or this	seament			
58 81	Combined Traffic:	48000	G	77%	1%	1%	1% 19%	1%	F	NA		0090	48000	G	
				To		NCL 1									
North				From:		SCL I	Bristol								
81)	0.61	14000	G	76%	1%	1%	1% 21%	1%	F	0.064	F		14000	G	2003
	Combined Traffic:	29000	G	77%	1%	1%	1% 19%	1%	F	0.068	F	0.564	29000	G	
lorth				To: From:		US 58,	US 421		}						
81)	2.44	15000	G	76%	1%	1%	1% 21%	1%	F	0.075	F		15000	G	2003
01)	Combined Traffic:	31000	G	77%	1%	1%	1% 19%	1%	F	0.073	F	0.513	31000	G	
				To		I-3	181		I						
North	1.39	25000	G	76%	1%	1%	1% 21%	1%		0.076	F		25000	G	2003
81	Combined Traffic:		G	76% 77%	1%	1%	1% 21% 1% 20%	1%	F F	NA	r		47000	G	2003
	Complined Halille.	-5000	3		1 /0			1 /0	1	IN/A			71000	J	
lorth				From:		US 11,									
81)	2.13	21000	G	76%	1%	1%	1% 21%	1%	F	0.081	F		22000	G	2003
~	Combined Traffic:	41000	G	77%	1%	1%	1% 19%	1%		NA			42000	G	
lorth				From:		Old Air	port Rd		J						
81)	0.93	22000	G	76%	1%	1%	1% 21%	1%	F	0.081	F		22000	G	2003
	Combined Traffic:	48000	G	77 <u>%</u>	1%	1%	1% 19%	1%	F	NA			48000	G	
				To:		NCL I			<u> </u>						
outh	_		_	From:		SCL I		,			_			_	
81)	0.16	15000	G	78%	1%	1%	1% 18%	1%	F	0.074	F		15000	G	2003
~	Combined Traffic:	29000	G	77%	1%	1%	1% 19%	1%	. F	0.068	F	0.564	29000	G	
South				From:		US 58,	US 421		}						
South 81	3.58	15000	G	78%	1%	1%	1% 18%	1%	F	0.070	F		16000	G	2003
	Combined Traffic:	31000	G	77%	1%	1%	1% 19%	1%	F	NA			31000	G	
				To		I-3									

Section Sect								City	of Bristo	l								
Transport Tran	Route		Length	AADT	QA	4Tire	Bus					- QC		QK		AAWDT	QW	Year
1.25 21000 G 78% 1% 1% 1% 1% 1% 1% 1%	City of Bristol									TITAL	ZITAII		1 actor		1 actor			
Combined Traffic: 46000 G 77% 1% 1% 1% 20% 1% F NA 47000 G			4.05	04000	_		40/			400/	40/	_	0.077	_		04000	_	0000
1.99 2000 G 78% 1% 1% 18% 18% 18% 15% F 0.076 F 20000 G 2003	81)													F				2003
1.99 2000 G 78% 1% 1% 1% 18% 1% F 0.076 F 2000 G 2003		Combined	Traffic:	46000	G	77%	1%	1%	1%	20%	1%	F	NA			47000	G	
Combined Traffic: 41000 G 77% 1% 1% 1% 19% 19% 1% F 0.076 F 20000 G 2003 Combined Traffic: 41000 G 77% 1% 1% 19% 19% 19% F NA 42000 G 2003 Combined Traffic: 48000 G 77% 1% 1% 19% 19% 19% F NA 42000 G 2003 Combined Traffic: 3700 G 98% 0% 2% 0% 1% 1% 0% C 0.090 F 0.528 2900 G 2003 Combined Traffic: 4900 G 98% 0% 2% 0% 1% 1% 0% C NA 4000 G 2003 Combined Traffic: 4900 G 98% 0% 2% 0% 1% 0% 1% 0% F NA 5200 G 2003 Combined Traffic: 4900 G 98% 0% 2% 0% 1% 0% 1% 0% F NA 5200 G 2003 Combined Traffic: 4900 G 98% 0% 2% 0% 1% 0% 1% 0% F NA 5200 G 2003 Combined Traffic: 4900 G 98% 0% 2% 0% 1% 0% 1% 0% F NA 5200 G 2003 Combined Traffic: 4900 G 98% 0% 2% 0% 1% 0% 1% 0% F NA 5200 G 2003 Combined Traffic: 4900 G 98% 0% 2% 0% 1% 0% F NA 5200 G 2003 Combined Traffic: 4900 G 98% 0% 2% 0% 1% 0% F NA 5200 G 2003 Combined Traffic: 4900 G 98% 0% 2% 0% 1% 0% F NA 5200 G 2003 Combined Traffic: 4900 G 98% 0% 2% 0% 1% 0% F NA 5200 G 2003 Combined Traffic: 4900 G 98% 0% 2% 0% 1% 0% F NA 5200 G 2003 Combined Traffic: 4900 G 98% 0% 2% 0% 1% 0% F NA 5200 G 2003 Combined Traffic: 1900 A 98% 0% 2% 0% 1% 0% F NA 5200 G 2003 Combined Traffic: 1900 A 98% 0% 1% 1% 0% C 0.005 F 0.528 3400 G 2003 Combined Traffic: 1900 A 98% 0% 1% 1% 0% C 0.005 F 0.528 3400 G 2003 Combined Traffic: 1900 A 98% 0% 1% 1% 0% 0% C 0.005 F 0.527 1100 G 2003 Combined Traffic: 1900 A 98% 0% 1% 1% 0% 0% C 0.005 F 0.527 1100 G 2003 Combined Traffic: 1900 A 98% 0% 1% 1% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	`ath					To- From:		US	11, US 19		-							
Combined Traffic: 41000 G 77% 19% 19% 19% 19% 19% F NA 42000 G			1.00	20000	G		10/	10/	10/	100/	10/	_	0.076	_		20000	0	2002
Combined Traffic:	81)													Г				2003
Combined Traffic: 48000 G 78% 19		Combined	I raffic:	41000	G	77%	1%	1%	1%	19%	1%	F	NA			42000	G	
Combined Traffic: 48000 G 77% 1% 1% 19% 1% 19% 1	outh					From:		Old A	Airport Rd									
Combined Traffic 48000 G 77% 19%	81		0.50	26000	G	78%	1%	1%	1%	18%	1%	F	0.073	F		26000	G	2003
NCI Dresid Not		Combined	Traffic:	48000	G	77%	1%	1%	1%	19%	1%	F	NA			48000	G	
Combined St																		
Combined St						From:		Commo	mwealth Δ	VA								
Combined Traffic: 3700 G 96% 9/% 1/% 1/% 1/% 9/% C NA 4000 G	Cumberland 9	St	0.28	2700	G		0%				0%	C	0.090	F	0 528	2900	G	2003
113 Pledmont Ave	113) Garrisonana (•	0.020			2000
113 Pledmont Ave 0.08 3800 G 96% 0% 2% 0% 1% 0% F 0.092 F 0.539 4000 G 2003		Combined	Hailic.	3700	G		0%				0%	C	INA			4000	G	
Piedmont Ave 0.08 3800 G 96% 0% 2% 0% 1% 0% F 0.092 F 0.539 4000 G 2003										Ave								
Combined Traffic: 4900 G 97% 0% 2% 0% 1% 0% F NA 5200 G	Piedmont Ave	2	0.08	3800	G	96%	0%			1%	0%	F	0.092	F	0.539	4000	G	2003
SR 113 P, Sycamore Ave SR 0.25 3200 G 96% O% 2.9% O% 1 1 0 0 0	113/1 leamont/we													•	0.000			2000
113 Piedmont Ave		Combined	Hame.	4900	G	97%	0%	270	0%	170	0%	Г	INA			5200	G	
113 Oakview Ave																		
113 Oakview Ave	113 Piedmont Ave	;	0.25	3200	G		0%			1%	0%	F	0.096	F	0.528	3400	G	2003
113 Oakview Ave	<u> </u>																	
Moore St			0.00		_		00/			40/	00/	_	0.4	_	0.505	0000	_	0000
13 Moore St 0.12 10000 G 96% 09% 29% 09% 19% 09% 19% 09% C 0.087 F 0.513 11000 G 2003	113 Oakview Ave		0.60	2200	G	_	0%			1%	0%	C	0.1	F	0.525	2300	G	2003
13 Moore St 0.12 10000 G 96% 0% 2% 0% 1% 0% F 0.087 F 0.513 11000 G 2003																		
SR 381 Commonwealth Ave 0.19 22000 G 95% 0% 1% 1% 3% 0% 0% 0% 0% 0% 0% 0	Moore St		0.12	10000	G		00/			10/	00/	_	0.007	_	0.512	11000	0	2002
133 Sycamore St	113/10016 21		0.12	10000	G		0%			170	0%	F	0.007	Г	0.513	11000	G	2003
113 Sycamore St								Eu	cha Ave		<u> </u>							
Combined Traffic: 3700 G 96% 0% 1% 1% 1% 0% C NA 4000 G																		
Combined Traffic: 3700 G 96% 0% 1% 1% 1% 1% 0% 0% C NA 4000 G	1 ₁₃ Sycamore St		0.40	1100	G	98%	0%	1%	0%	1%	0%	С	0.095	F	0.527	1100	G	2003
SR 38 S		Combined	Traffic:	3700	G	96 <u>%</u>	0%	1%	1%	1%	0%	С	NA			4000	G	
1.14 8400 A 95% 0% 1% 1% 3% 0% C 0.109 A 8800 A 2003						To:		Pied	mont Ave									
1.14 8400 A 95% 0% 1% 1% 3% 0% C 0.109 A 8800 A 2003 Combined Traffic: 17000 A 95% 0% 1% 1% 3% 0% C 0.101 A 0.588 17000 A 95% 0% 1% 1% 3% 0% C 0.101 A 0.588 17000 A 95% 0% 1% 1% 381 N to I-81 N 0.25 8400 N 95% 0% 1% 1% 3% 0% N 0.109 N 8800 N 2003	North					From:		S	SR 381		Ī							
Combined Traffic: 17000			1.14	8400	Α	95%	0%	1%	1%	3%	0%	С	0.109	Α		8800	Α	2003
Second S	50.7	Combined	Traffic:	17000	Α	95%	0%	1%	1%	3%	0%	С	0 101	Α	0.588	17000	Α	
N 95% 0% 1% 1% 3% 0% N 0.109 N 8800 N 2003												_						
SR 131 Commonwealth Ave 0.16 21000 G 95% 0% 1% 1% 3% 0% 0% F 0.087 F 0.551 22000 G 2003 18 Commonwealth Ave 0.63 23000 G 95% 0% 1% 1% 3% 0% 0% F 0.087 F 0.551 23000 G 2003 18 Commonwealth Ave 0.63 23000 G 95% 0% 1% 1% 3% 0% 0% 0% 0% 0% 0% 0	North					From:		I-	-381 N									
SR 131 Commonwealth Ave 0.16 21000 G 95% 0% 1% 1% 3% 0% 0% F 0.087 F 0.551 22000 G 2003 18 Commonwealth Ave 0.63 23000 G 95% 0% 1% 1% 3% 0% 0% F 0.087 F 0.551 23000 G 2003 18 Commonwealth Ave 0.63 23000 G 95% 0% 1% 1% 3% 0% 0% 0% 0% 0% 0% 0	381 Ramp I-381 N	N to I-81 N	0.25	8400	N	95%	0%	1%	1%	3%	0%	Ν	0.109	Ν		8800	Ν	2003
1.06 8100 A 95% 0% 1% 0% 3% 0% C 0.104 A 8500 A 2003						To:]	-81 N									
1.06 8100 A 95% 0% 1% 0% 3% 0% C 0.104 A 8500 A 2003 Combined Traffic: 17000 A 95% 0% 1% 1% 3% 0% C NA 17000 A 17000 A 17000 A 17000 A 1810 N 95% 0% 1% 0% 3% 0% C NA 17000 A 17000 A 17000 A 1810 N 95% 0% 1% 0% 3% 0% N 0.104 N 8500 N 2003 Commonwealth Ave	South					From:		S	IR 381		Ī							
Combined Traffic: 17000 A 95% 0% 1% 1% 3% 0% C NA 17000 A 1700			1.06	8100	Δ	95%	0%			3%	0%	C	0 104	Α		8500	Α	2003
State St; Tennessee State Line SR 133 Par; Sycamore St SR 133 Par; Sycamore St SR 133 Par; Sycamore St SR 131 Euclid Ave SR 131 Euclid	301)	Combined																2000
State St; Tennessee State Line SR 113 Cumberland Ave SR 113 Par; Sycamore St SR 133 Par; Sycamore St SR 134 Ext SR 135 Exp		Combined	manic.	17000	^		0 /0			3 /0	0 76	C	INA			17000	^	
Ramp I-381 S from I-81	South																	
State St; Tennessee State Line State State State State Line State		from I-81	0.61	8100	N	95%	0%			3%	0%	N	0 104	N		8500	N	2003
State St; Tennessee State Line State S	301)																	
Commonwealth Ave 0.23 19000 G 94% 0% 3% 0% 2% 0% F 0.084 F 0.534 21000 G 2003							C			4- Ti								
SR 113 Cumberland Ave SR 113 Par; Sycamore St SR 133 Par; Sycamore St SR 133 Par; Sycamore St SR 131 Par; Sycamore St SR 132 Par; Sycamore St SR 133 Par; Sycamore St SR 1	Commonwool	th Avo	0.22	10000	G						00/	_	0.004	_	0.524	21000	0	2002
Commonwealth Ave 0.16 21000 G 95% 0% 1% 1% 3% 0% F 0.087 F 0.551 22000 G 2003	381 Commonweal	III AVE	0.23	19000	G	94 /0	0 70	3 /0	0 /0	2 /0	0 76	ı	0.004		0.554	21000	G	2003
SR 133 Par; Sycamore St SR 134 Par; Syca						From:		SR 113 C	umberland	Ave	-							
SR 133 Par; Sycamore St SR 134 Par; Sycamore St Sycamo	₃₈₁)Commonweal	th Ave	0.16	21000	G		0%	1%	1%	3%	0%	F	0.087	F	0.551	22000	G	2003
Commonwealth Ave 0.19 22000 G 95% 0% 1% 1% 3% 0% F 0.087 F 0.569 22000 G 2003 State City Hwy 0.50 5100 G 97% 0% 1% 1% 1% 1% 0% C 0.088 F 0.635 5500 G 2003						To		SR 133 D	ar Sycamo	re St	L							
Solution	Commonwool	th Ave	0.10	22000	G		Nº/-				0%	F	0 027	F	0 560	22000	G	2003
381 Commonwealth Ave 0.63 23000 G 95% 0% 1% 1% 3% 0% F 0.087 F 0.55 23000 G 2003 Commonwealth Ave Commo	381 Commonweal	III AVE	0.19	£2000	G	90 /0 	U /0				U /0	1-	0.007	1.	0.508	22000	G	2003
To: Keys St; I-381 WCL Bristol																		
To Keys St; I-381	₃₈₁ Commonweal	th Ave	0.63	23000	G	95%	0%	1%	1%	3%	0%	F	0.087	F	0.55	23000	G	2003
421) (58) Gate City Hwy 0.50 5100 G 97% 0% 1% 1% 1% 0% C 0.088 F 0.635 5500 G 2003						To:		Keys	St; I-381									
$\widetilde{421}$ $\widetilde{58}$ Gate City Hwy 0.50 5100 G 97 $\underline{\%}$ 0% 1% 1% 1% 0% C 0.088 F 0.635 5500 G 2003						From:		WC	L Bristol									
	121 (58) Gate C	ity Hwv	0.50	5100	G	97%	0%			1%	0%	С	0.088	F	0.635	5500	G	2003
1.64 10 1501	121) (36) 52	,,			-	To:	- / •			•		-		-			-	

						City	of Bristo	I								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Bristol				From:												
421	0.21	7100	G	92%	0%	2%	58; I-81 1%	4%	0%	С	0.079	F	0.614	7500	G	2003
421	0.80	8300	G	From: 92%	0%	2%	land Rd 1%	4%	0%	F	0.087	F	0.566	8900	G	2003
421) (11) Euclid Ave	0.75	15000	G	From: 98%	0%	0%	0%	1%	0%	С	0.085	F	0.525	16000	G	2003
(421) (11) Euclid Ave	0.19	18000	G	From: 98%	0%	1%	ance St 0%	0%	0%	F	0.087	F	0.562	19000	G	2003
421 (11) Euclid Ave	0.18	20000	G	From: 98%	0%	Bob M 1%	orrison Blv	vd 0%	0%	F	0.085	F	0.601	21000	G	2003
\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\				To: From:		Е	RT 11									
(421) (381) Commonwealth A	0.19	22000	G	95%	0%	1%	1%	3%	0%	F	0.087	F	0.569	22000	G	2003
Commonwealth A	0.16	24000		From:	00/		ar Sycamo		00/		0.007		0.551	22000		2002
421 (381) Commonwealth A	0.16	21000	G	95%	0%	1%	1%	3%	0%	F	0.087	F	0.551	22000	G	2003
(421) (381) Commonwealth A	0.16	19000	G	94% To:	0%	3%	umberland 0% SR 381	2%	0%	F	0.084	F	0.534	21000	G	2003
~~~~aa.			_	From:		SR 381 Cor	nmonweal			_		_		11000		
State St	0.21	10000	G	92%	0%	2%	1%	4%	0%	F	0.088	F	0.547	11000	G	2003
421 State St	0.34	9800	G	92%	0%	2%	Piedmont 1%	4%	0%	F	0.087	F	0.537	10000	G	2003
State St	0.28	12000	G	92% To:	0%	Truck US 2% odson St; T	1%	4%	0%	F	0.082	F	0.514	13000	G	2003
				From:	Gu		land Rd	state Line								
1 Benham Rd	0.03	5100	G	94% To:	0%	0%	1% L Bristol	2%	2%	С	0.093	F	0.616	5400	G	2003
				From:		S	tate St									
2 Goodson St	0.36	3800	G	96% To:	0%	1% N	1% Iary St	1%	0%	С	0.093	F	0.573	4000	G	2003
Commonwealth Ave	0.33	4800	G	From: 96%	0%	1%	Keys St 1%	2%	0%	С	0.087	F	0.644	5100	G	2003
5 Commonwealth Ave	0.00	4000		To:	070		stown Rd	270	070		0.007	'	0.011			2000
6 Glenway Ave	0.42	4600	G	97%	0%	2%	onwealth A	ve 0%	0%	С	0.107	F	0.587	4900	G	2003
				To:			mont Ave									
8 Pittstown Rd	0.45	3800	G	97% To:	0%	1%	nwealth A 1% land Rd	1%	0%	С	0.099	F	0.651	4100	G	2003
				From:		V	ance St									
9 Randolph Ave	0.22	4500	G	98%	0%	1%	0%	1%	0%	F	0.1	F	0.514	4700	G	2003
9 Randolph Ave	0.51	6800	G	98% To:	0%	1%	omer Rd 0% orgeon Ln	1%	0%	С	0.114	F	0.576	7200	G	2003
_				From:			rview St									
10 Rhode Island Rd	0.35	1700	G	96% To:	1%	<b>2</b> %	0% exas St	1%	0%	С	0.113	F	0.579	1800	G	2003
				From:		Ran	dolph Ave									
11) Spurgeon Ln	0.12	5700	G	99% To:	0%	1% Commo	0% onwealth A	0% .ve	0%	С	0.108	F	0.547	6000	G	2003
_				From:			Island Av									
12 Texas St	0.49	2100	G	92% To:	1%	3%	1% Valley Dr	3%	0%	С	NA			2200	G	2003
	_	_				_					_		_			

						City of Bristo	l								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Bristol										. 45151					
				From:		US 11Euclid Av									
13) Vance St	0.13	3100	G	98%	0%	1% 0%	0%	0%	С	0.098	F	0.529	3300	G	2003
				To:		Randolph Ave									
				From:		US 11 Euclid Av									
3300) State St	0.55	16000	G	97%	0%	2% 0%	1%	0%	С	0.079	F	0.524	17000	G	2003
_				To: From:		Peters St									
3300) State St	0.67	14000	G	97%	0%	2% 0%	1%	0%	F	0.081	F	0.519	15000	G	2003
				To:		Commonwealth A	ve								
	0.40			From:		SR 381 JB-TN				N1.0			N.1.A		
3300)	0.43	NA		To:		F1 (A				NA			NA		
						Edgemont Ave									
<u> </u>				From:		W State St								_	
Bob Morrison Blvd	0.45	3600	G	97%	0%	1% 0%	1%	0%	С	0.104	F	0.563	3900	G	2003
				To:		US 11 W Euclid A	ve								
_				From:		102-3300; State Str	reet								
Piedmont Ave	0.05	NA								NA			NA		
				To:		US 421 Gap Termi	nus								
<u> </u>			_	From:		Oakview Ave			_		_	. = .		_	
Piedmont Ave	0.15	2200	G	98%	0%	1% 0%	1%	0%	С	0.098	F	0.544	2300	G	2003
				To: From:		W Mary St Mary St									
Piedmont Ave	0.15	4800	G	98%	0%	1% 0%	1%	0%	F	0.098	F	0.554	5100	G	2003
Pledmont Ave	0.15	4000	•	To:	0 70	Euclid Ave US 1		070	'	0.030	•	0.554	3100	J	2000
				From:			1								
	0.44	4000	_	<u> </u>	00/	State St	00/	00/	_	0.400	_		4400	0	0000
Moore St	0.41	1000	G	97%	0%	2% 0%	0%	0%	С	0.123	F		1100	G	2003
				To: From:		Cumberland St Mary St									
Moore St	0.43	1700	G	97%	0%	2% 0%	0%	0%	F	0.093	F	0.59	1800	G	2003
Moore St	0.40	1700	J	To:	0 70	Oakview St	0 70	070		0.000	•	0.00	1000	J	2000
				From:											
Cointieux Ct	0.27	2500	_	97%	00/	Mary St	10/	00/	_	0.000	F	0.501	2700	_	2003
Fairview St	0.27	3500	G	91%	0%	1% 0%	1%	0%	F	0.099	Г	0.501	3700	G	2003
				From:		Massachusetts Av		-							
3308) Rhode Island Ave	0.37	1500	G	97%	0%	1% 0%	1%	0%	С	0.127	F	0.645	1600	G	2003
				To:		102-10 Rhode Island	d Rd	1							
3308) Rhode Island Ave	0.15	1500	N	97%	0%	1% 0%	1%	0%	Ν	0.127	Ν	0.645	1600	N	2003
0000				To:											
Vinga Mill Dika	0.46	4000		From:	00/	Hillside Ave	1%	00/		0.000		0.504	E100		2002
3308 Kings Mill Pike	0.46	4800	G	96% To:	0%	1% 1% E Valley Dr	170	0%	F	0.088	F	0.504	5100	G	2003
				From:		Valley Dr									
3308) Kings Mill Pike	1.12	7200	G	96%	0%	1% 1%	1%	0%	С	0.087	F	0.561	7600	G	2003
3306)					0,0		. , ,		Ū	0.00.	•	0.00		•	
O Idia aa Mill Dal	0.00	7400	_	From:	00/	Old Airport Rd	40/	- 00/	_	0.005		0.57	7000		0000
Kings Mill Rd	0.36	7400	G	96%	0%	1% 1%	1%	0%	F	0.085	F	0.57	7800	G	2003
<u> </u>				To:		ECL Bristol									
<u> </u>				From:		Piedmont Ave									
3312 W Valley Dr	1.00	2100	G	97%	1%	2% 1%	0%	0%	F	0.107	F	0.580	2300	G	2003
				To: From:		US 11 Lee Hwy	7	<del></del> -							
3312) E Valley Dr	0.56	7000	G	97%	1%	2% 1%	0%	0%	F	0.093	F	0.618	7400	G	2003
								1							
E Vallet Dr	0.70	4500	G	From:	10/	Old Abingdon Pik		00/		0.004	Е	0.655	4900	C	2002
E Vallet Dr	0.72	4500	G	97%	1%	2% 1%	0%	0%	С	0.084	F	0.555	4800	G	2003
						Kingsmill Pike									
<u> </u>				From:		102-1 Pittston Re	d								
3314) Island Road	2.01	NA		_						NA			NA		
				To: From:		102-3319 Wallace I	Pike								
O lolond Dd	0.04	2000	_	<u> </u>	00/	Wallace Pike	00/	00/	_	0.000	_	0.574	4400	^	0000
3314) Island Rd	0.31	3900	G	93%	0%	2% 3%	2%	0%	С	0.092	F	0.574	4100	G	2003
<u> </u>				To:		US 11 Lee Hwy	7								

						City of Bristo									
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Bristol				From:				-							
Old Airport Rd	0.96	NA		FIOII.		102-3308 King Mill	Rd			NA			NA		
Old Airport Rd	0.98	NA		To: From:		Bonham Rd		<u>}</u>		NA			NA		
318) Old Airport Rd	0.20	NA		From:		I-81				NA			NA		
				From:		US 11 Island Rd									
Wallace Pike	0.33	2300	G	97% To:	1%	2% 0%  NCL Bristol	1%	0%	С	0.095	F	0.624	2400	G	200
Old Abingdon Pike	1.27	3100	G	94% To:	1%	Valley Dr 2% 1% US 11 Lee Hwy	3%	0%	С	0.092	F	0.590	3300	G	200
Clear Creek Rd	0.13	5200	G	93% To:	1%	US 11 Lee Hwy 3% 1%		0%	С	0.087	F	0.551	5500	G	200
Dotoro St	0.29	2000	<u> </u>	From:	0%	NCL Bristol W State St 1% 1%	2%	10/		NΛ			2000	G	200
Peters St	0.28	2900	G	96% Ta-	U%	1% 1% US 11 Euclid Av		1%	С	NA			3000	<u> </u>	200
Piedmont Ave	0.16	NA		From:		102-6 Glenway A				NA			NA		
				To:		102-3312 Valley I	Or								
W Mary St	0.45	3300	G	97%	0%	Piedmont Ave 1% 0%	1%	0%	С	0.094	F	0.503	3500	G	200
W Mary St	0.23	5200	G	97% To:	0%	Randall St  1% 0%  Fairview St	1%	0%	F	0.093	F	0.616	5500	G	200
328) Bonham Rd	0.32	6400	G	97%	0%	Old Airport Rd	1%	0%	F	0.088	F	0.500	6800	G	200
328) Bonham Rd	0.45	8000	G	From: 97%	0%	I-81 1% 0%	1%	0%	С	0.087	F	0.535	8500	G	200
				To:		US 11 Lee Hwy Glenway Ave									
Chester St		400	G	To:		Arlington Ave				0.154	F	0.5	430	G	200
Cheyenne Rd		200	G	From:		Shawnee Rd				0.113	F	0.542	210	G	200
				To:		Sherwood Dr									
Daniel St		280	G	From:		Newton St				0.128	F	0.846	300	G	200
				To: From:		Tennessee State Li Cherry Ln	ne								
Jefferson Dr		440	G	To		Cedar Ln				0.126	F	0.521	470	G	200
Lester St		680	G	From:		Moore St				0.093	F	0.564	720	G	200
				To:		Russell St						-	-		
Pearl St		90	G	From:		Prospect Ave				0.114	F	0.524	90	G	200
				From:		Arlington Ave Oakview Dr									
Poplar St		70	G	To:		Meadow Dr				0.135	F	0.579	70	G	200
Spring Branch Rd		50	G	From:		Overlake Dr				0.109	F	0.833	60	G	200
. 5		-	-	To:		Vale Dr									

Route City of Bristol	Length	AADT	QA	4Tire	Bus	2Axle 3		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Woodrow Wilson Ave		NA		From:			son St			NA			NA		